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*Office Memorandum* • UNITED STATES GOVERNMENT

TO : Chief, D/S

DATE: 18 November 1954

FROM : Acting Chief, S/TR

SUBJECT: Briefing Notes - Transportation Branch

1. AUTHORITY: Within the framework of the Central Intelligence Agency, the Transportation Branch of the Services Division of the Office of Research and Reports, functions pursuant to the provisions of NSCID Nos. 1, 3, and 15 and DCID 15/1 of 14 September 1954.

2. MISSION: The Transportation Branch is responsible for producing all-source economic intelligence on the transportation (rail, road, air, and water) activities and facilities, other than military aircraft and pipelines, of the Soviet Bloc, for contributing to the coordination of such intelligence production within the U. S. Government, and for contributing, within its field of responsibility, to national estimates.

3. FUNCTIONS: The functions of the Transportation Branch are four-fold:

- (1) Staff support
- (2) Coordination
- (3) Research
- (4) Training

4. ORGANIZATION: The Transportation Branch is organized as outlined in the chart, marked Appendix A.

5. REPRESENTATIVE CONTRIBUTIONS MADE BY THE TRANSPORTATION BRANCH: These include such reports as PR-31 (ORR 10-51), "Railroad Transport Capabilities Between The Soviet Frontier and Western Europe," 27 May 1953. This study concerns itself with through line capabilities for a Soviet attack on Western Europe. Man hours: 900.

ORR Project 0.5, "Volume and Characteristics of Traffic on the Trans-Siberian Railroad in 1952." Presents for the first time an estimate, based on all sources, of traffic movements in each direction and by commodity on the Trans-Siberian Railroad. Man hours: 2300

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ORR Project 43.540, "Significance of Recent Announcements on the USSR Transportation System, 1954." Derives a considerable number of statistics on Soviet railroad performance from speeches of high Soviet officials. Man hours: 255.

Transportation Sub-committee, Economic Intelligence Committee, studies on research and collection deficiencies on railroad, highway, and inland water transportation in the USSR and China, 1954. Drafts of these studies were prepared in the Transportation Branch and were later approved by the Transportation Sub-committee. Man hours: 600

ORR Project 0.11, "Capability of the Railroad System of Communist China," July, 1953. This project set forth, for the first time, the capabilities of the Communist China railroads. Utilizing all sources, it is currently under revision for publication and dissemination to the intelligence community. Man hours: 3000

Economic Intelligence Committee, EIC-R-9, "Capability of the Trans-Siberian Railroad and Connecting Lines in Manchuria and Korea," 23 March 1953. The rough draft of this study was prepared by the Transportation Branch and personnel of the Branch participated in the Working Group which prepared the final report. The study set forth for the first time the methodology and data necessary for the calculating of railroad line capability. Man hours: 200

"Construction of Sino-Soviet Railroad Links Through Outer Mongolia and Sinkiang," October 1954. An all-source study pointing out the progress of construction, estimated completion dates, capabilities and traffic potentials. Included is the significance of the links from the economic, political and military points of view. Man hours: 44

EIC-R1 series on Communist China's foreign trade. The Transportation Branch contributed the original drafts on capacity of routes as well as actual traffic movements. When general agreement had been reached within the Transportation Sub-committee of the EIC, these studies became the basis for preparation of a joint US-UK paper. Three such studies have been published thus far. Man hours: 2000

6. BRANCH BUDGET: For fiscal 1955, the Transportation Branch is budgeted for [REDACTED]

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7. TIME ALLOCATION: For the period 1 May - 31 October 1954, the Transportation Branch divided its available time as follows:

	Hours	Percent
Total Time		
Leave Time		
Working Time		
Working Time		
Research		
Consultations and Conferences		
Intelligence Maintenance		
Training		
Administration		
Miscellaneous		

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8. POSITION OF TRANSPORTATION BRANCH IN THE INTELLIGENCE COMMUNITY: A major sub-committee within the framework of the EIC is that on transportation. This sub-committee, designated the TSC, is charged with constant review of foreign economic intelligence in the field of transportation. In order to properly perform this function it is necessary to identify the major gaps and deficiencies in the collective knowledge of the US intelligence community. The Transportation Branch supplies the Executive Secretary and the Secretariat Staff of the TSC. The Chief of the Transportation Branch, [REDACTED] 25X1A1c

25X1A1c [REDACTED] has a major role in the coordination of transportation intelligence. The Secretariat Staff is provided in the person of one intelligence officer who devotes full time to the administrative details of the TSC. This Branch has been a major contributor to most of the studies produced by the TSC, some of which have already been noted under the Contributions paragraph. The Transportation Branch has been charged by the TSC with the responsibility for basic research on railroad inventory, operations and traffic within the Soviet Bloc. Similar responsibility for road, water, and air transportation has not yet been officially approved at the EIC level, but it is anticipated that areas of responsibility in these fields will be assigned.

9. DUPLICATION OF EFFORT: The Transportation Branch has aided the TSC of EIC in assigning responsibility for research in rail transportation to the various agencies working on such transportation. As has been noted, the TSC will probably assign similar responsibilities in the fields of road and inland water transportation in the near future. It is anticipated that the Transportation Branch, because of somewhat greater capabilities in the research field, will be assigned responsibilities in these fields similar to its present assignment in rails. However, the Transportation Branch must continue to work within an area of primary responsibility assigned to the Department of the

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Army, that of railroad line capabilities. This is so because of this Branch's membership on a TSC Working Group which is studying formulae for assessing rail line capabilities and because this Branch must retain its ability to assess the product produced by the primary producer. Certain duplication takes place with regard to maritime shipping, insofar as it pertains to certain data compiled by the Department of the Navy. While regrettable, this duplication is unavoidable because this Branch is required to produce certain data dealing with traffic and cargo movements, the sources of which are in the very ship movements covered by the Department of the Navy. It is to be emphasized, however, that every effort is made, and shall continue, to avoid unnecessary duplication of effort in all fields of transportation.



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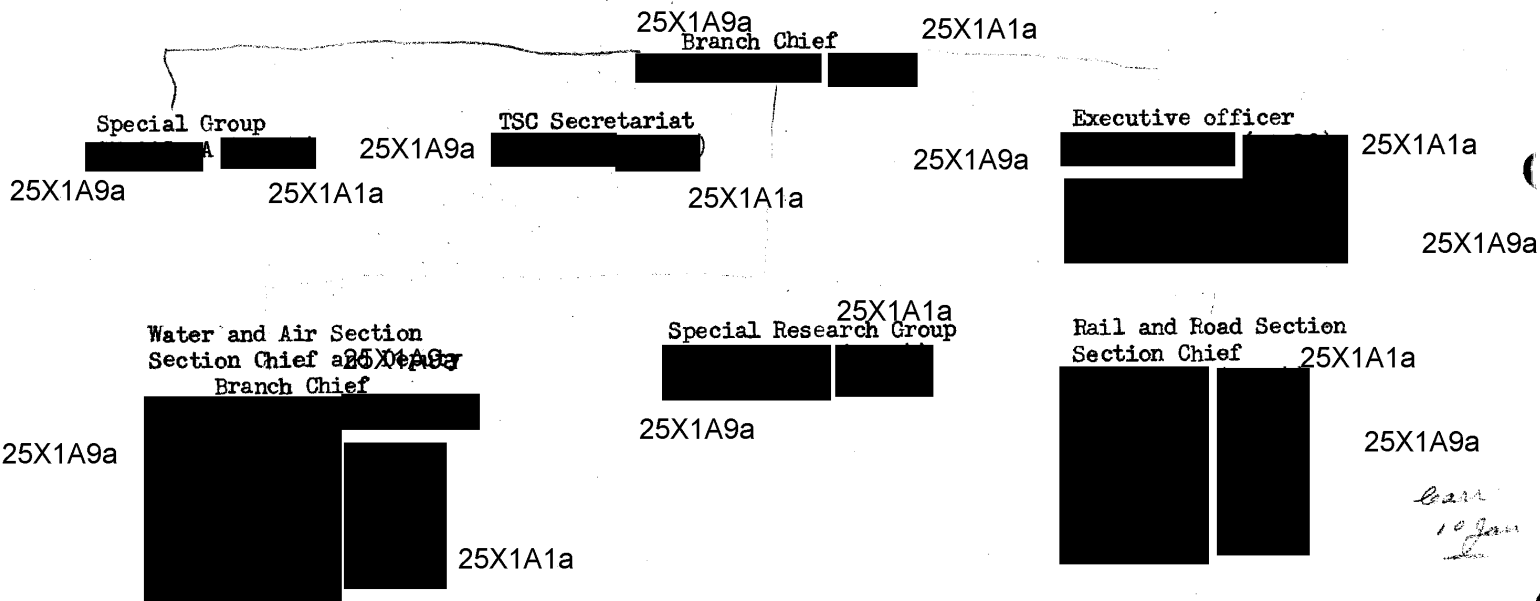
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APPENDIX A

ORGANIZATION OF THE TRANSPORTATION BRANCH



\* Reported on board 15 November 1954, Awaiting final clearance

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BRANCH: Transportation Branch, Services Division, Economic Research Area,  
Office of Research and Reports

CHIEF : [REDACTED] 25X1A9a

1. Branch Mission:

The Transportation Branch is responsible for producing all-source economic intelligence on the transportation (rail, road, air, water) activities and facilities, other than military aircraft and pipelines, of the Soviet Bloc, for contributing to the coordination of such intelligence production within the US Government, and for contributing, within its field of responsibility, to national estimates.

2. Personnel (on board):

Professional  
Clerical  
Total

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